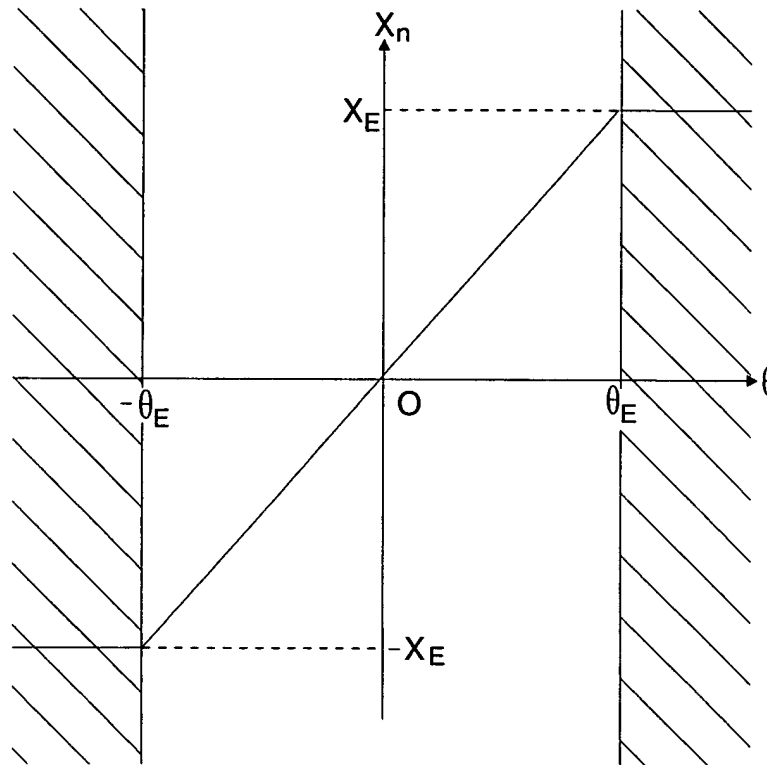
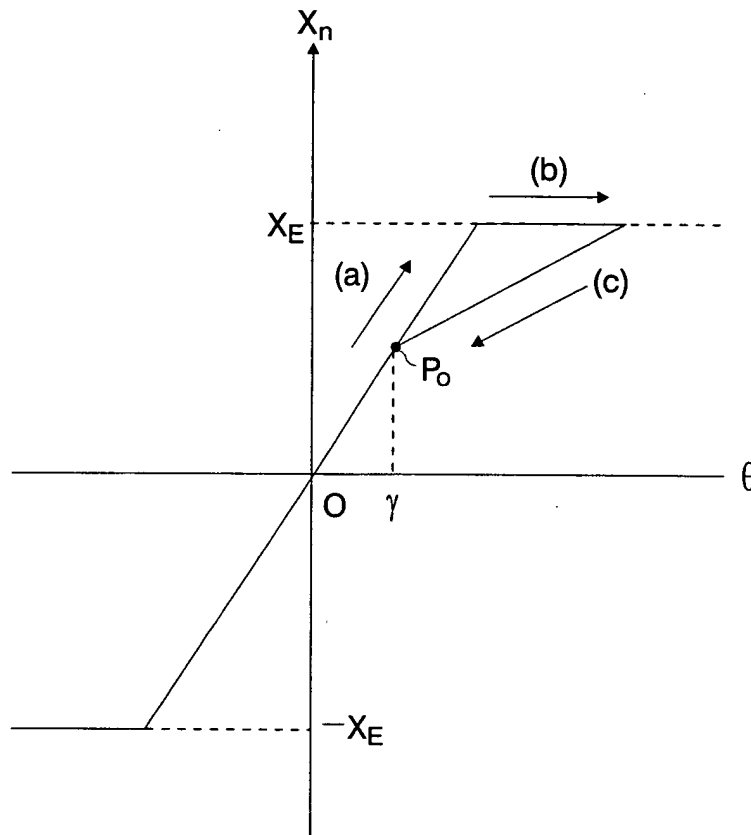


**Fig. 1**  
(Prior Art)

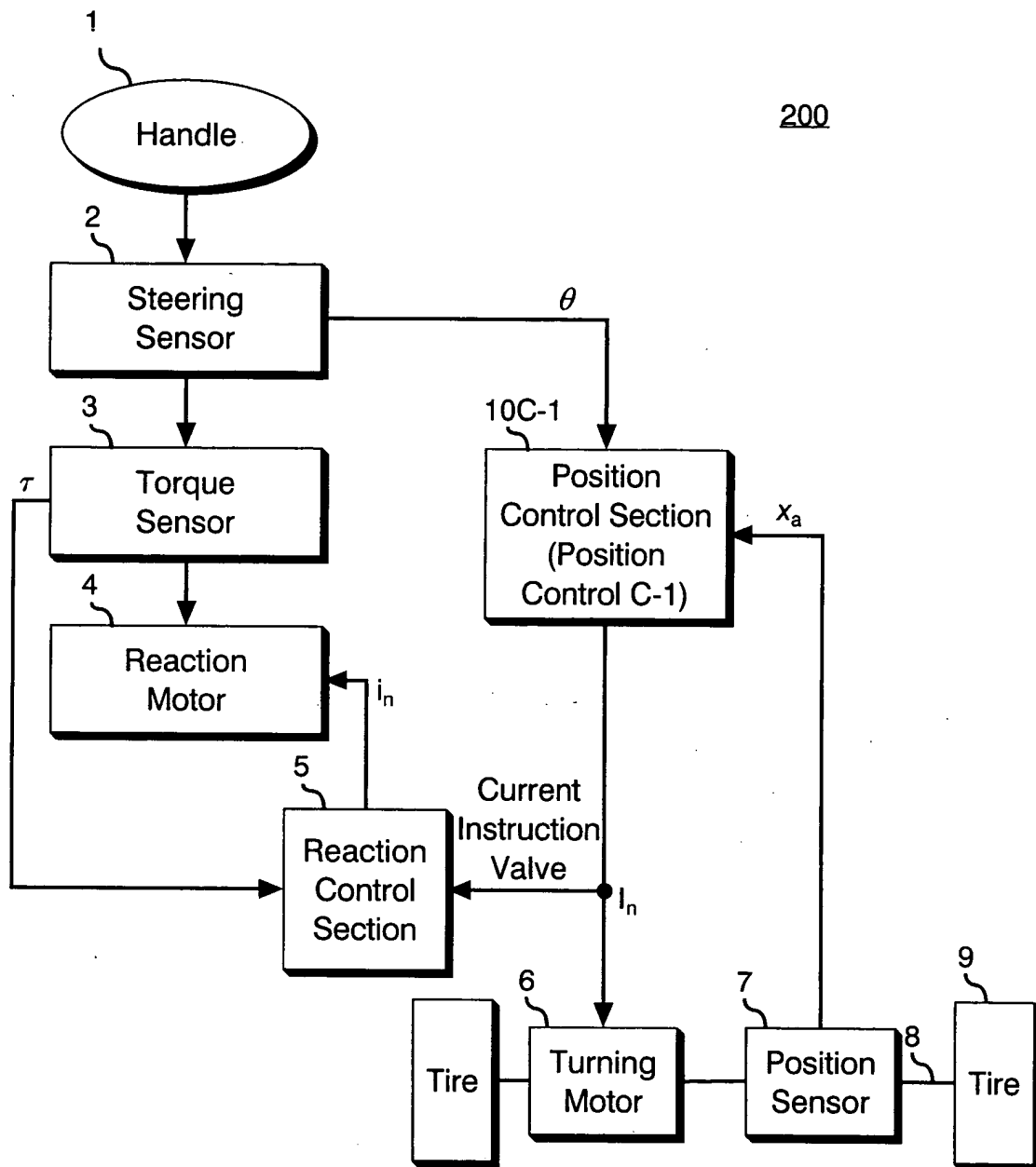
11B



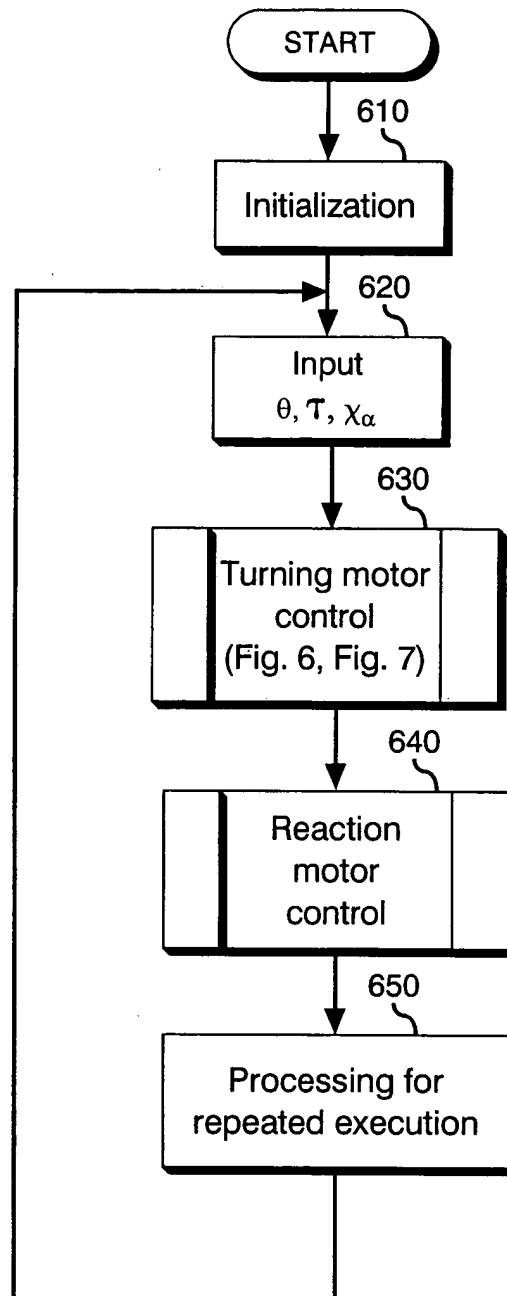
**Fig. 2**  
**(Prior Art)**



**Fig. 3**



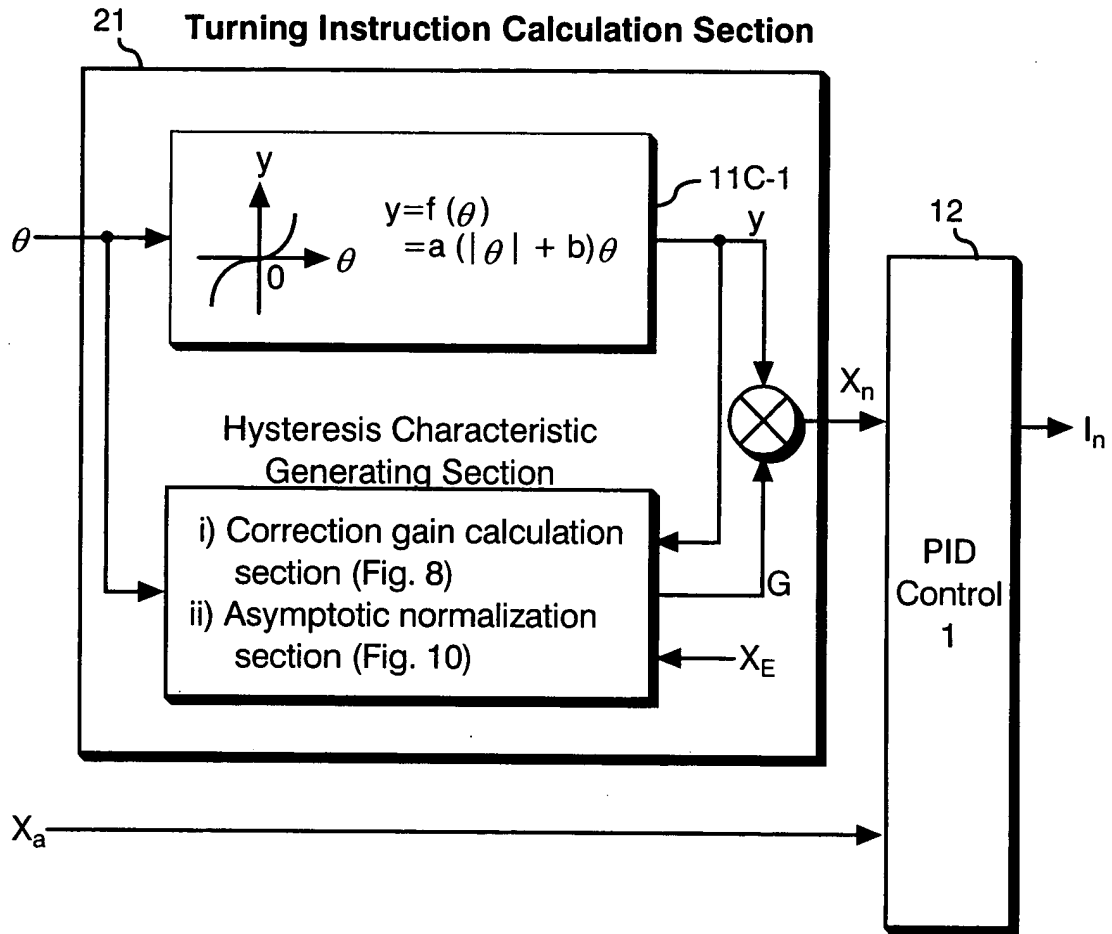
**Fig. 4**



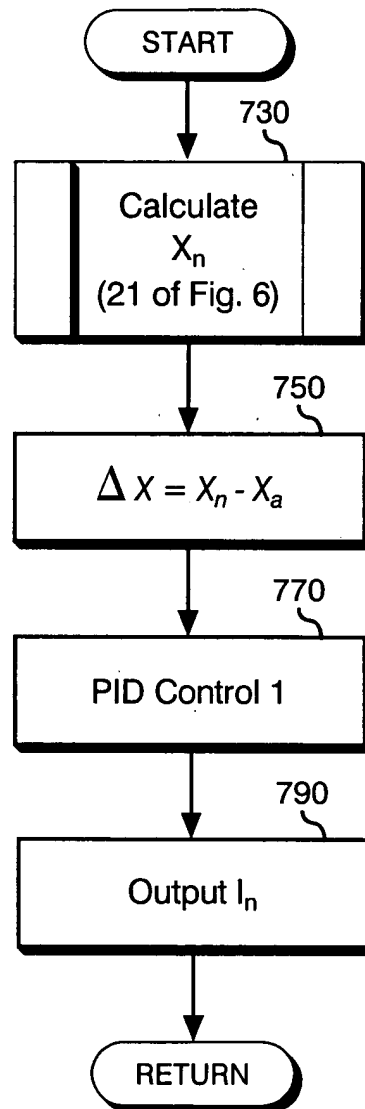
Steering Control

**Fig. 5**

10C-1

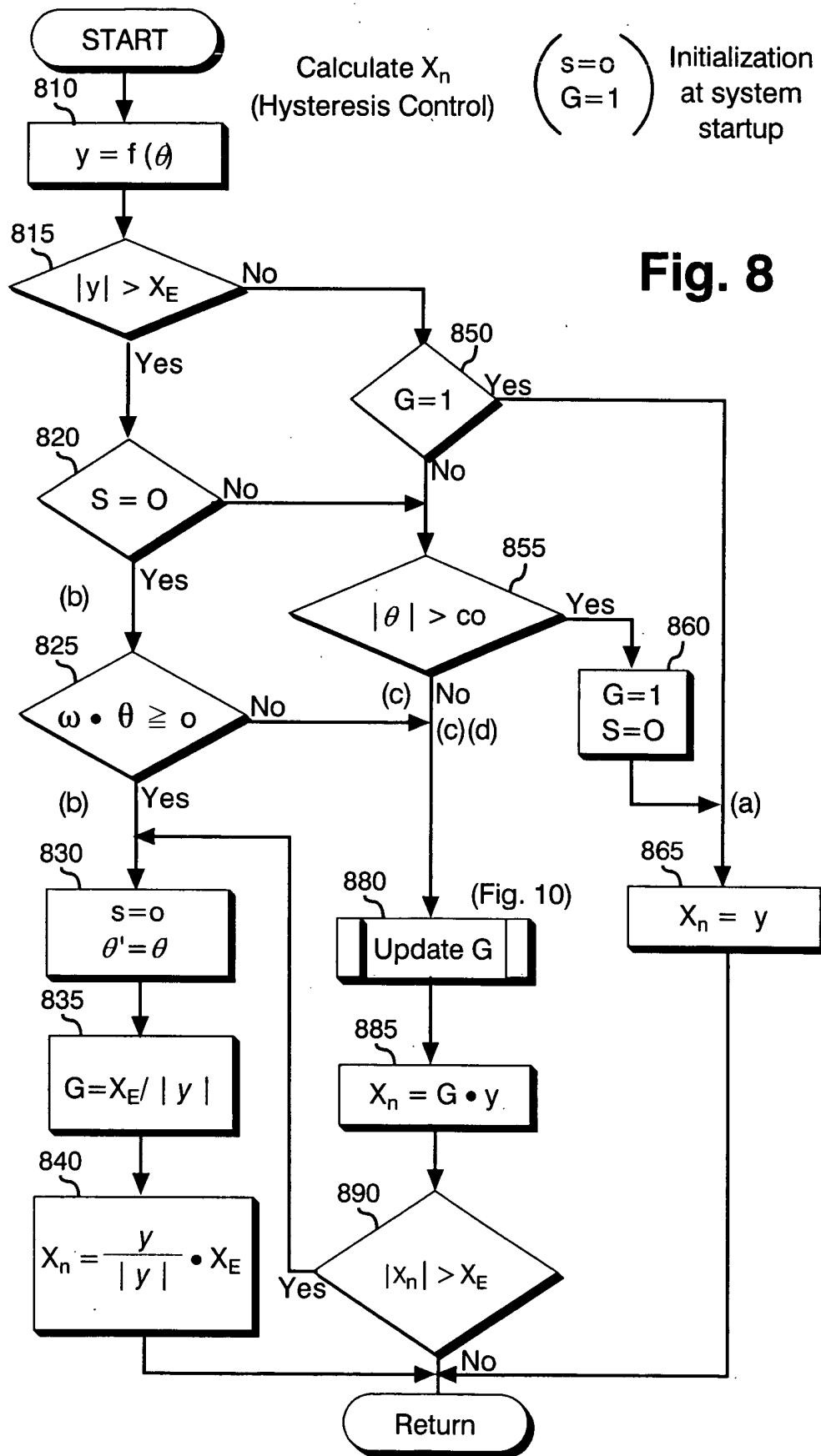


**Fig. 6**

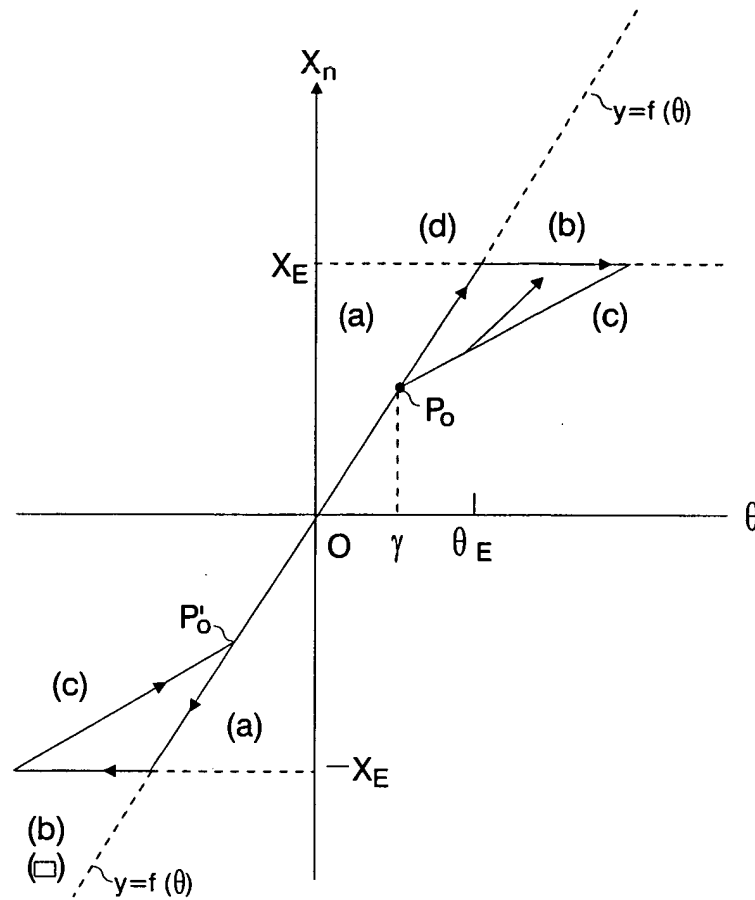


Turning Motor Control

**Fig. 7**





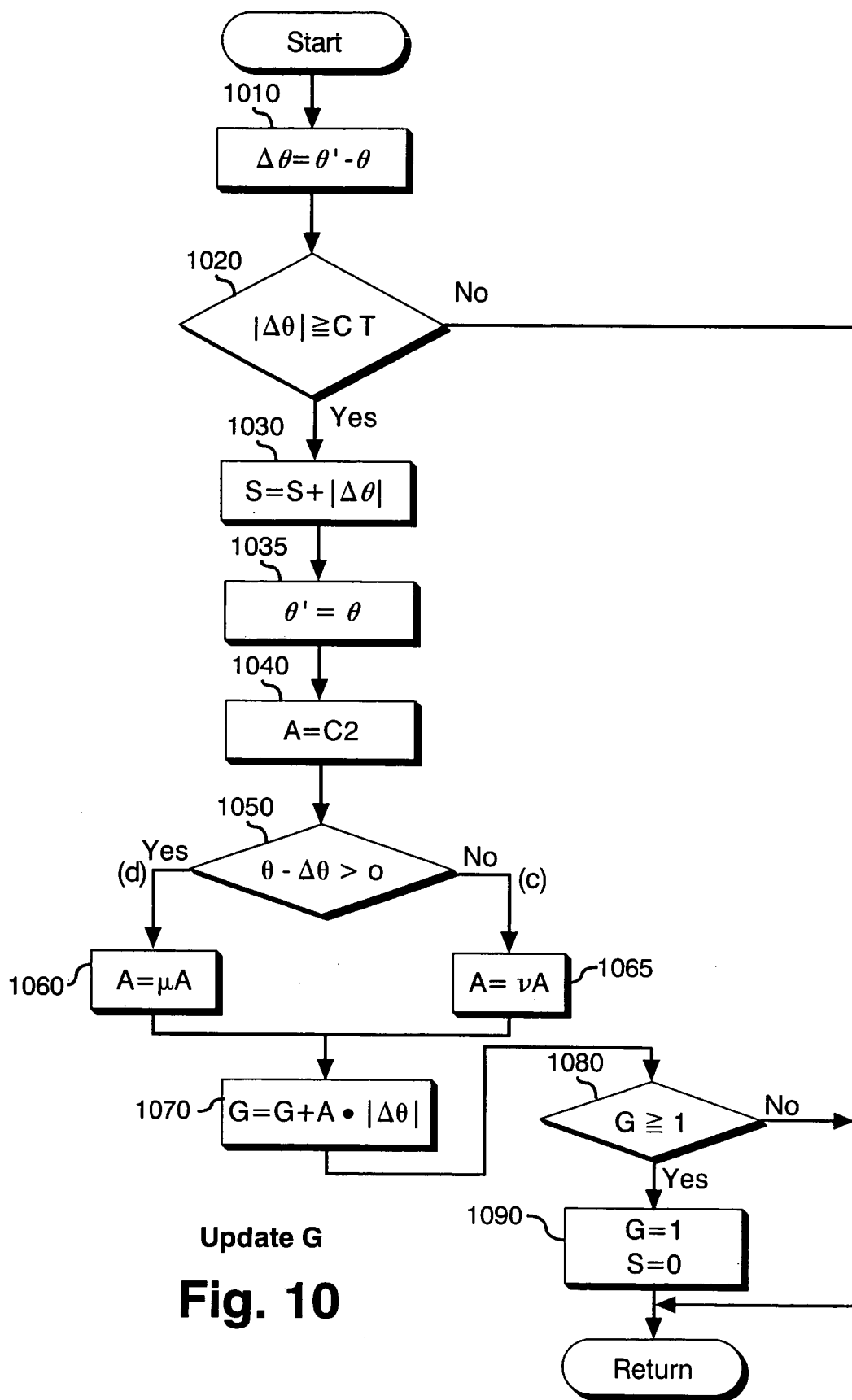


**Fig. 9(a)**

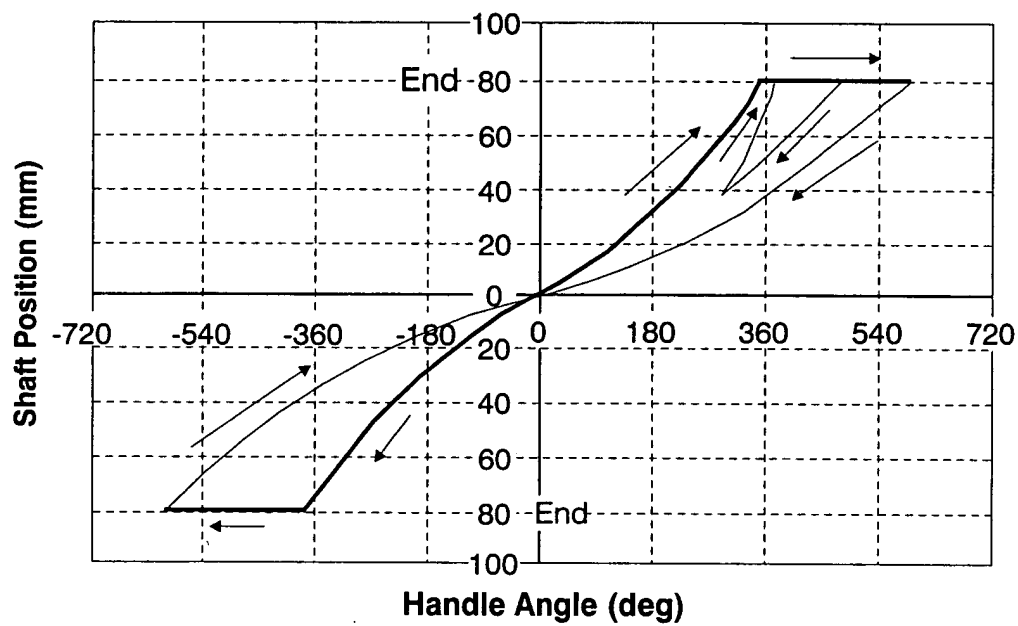
	$ y $	G	S	$\theta \cdot \Delta\theta$
(a)	$\geq X_E$	$=1$	$=0$	$\leq 0$
(b)	$> X_E$	$<1$	$=0$	$\leq 0$
(c)	$\leq X_E$	$<1$	$>0$	$>0$
(d)	$\leq X_E$	$<1$	$>0$	$\leq X_E$

$(0 < G \leq 1, 0 \leq S)$

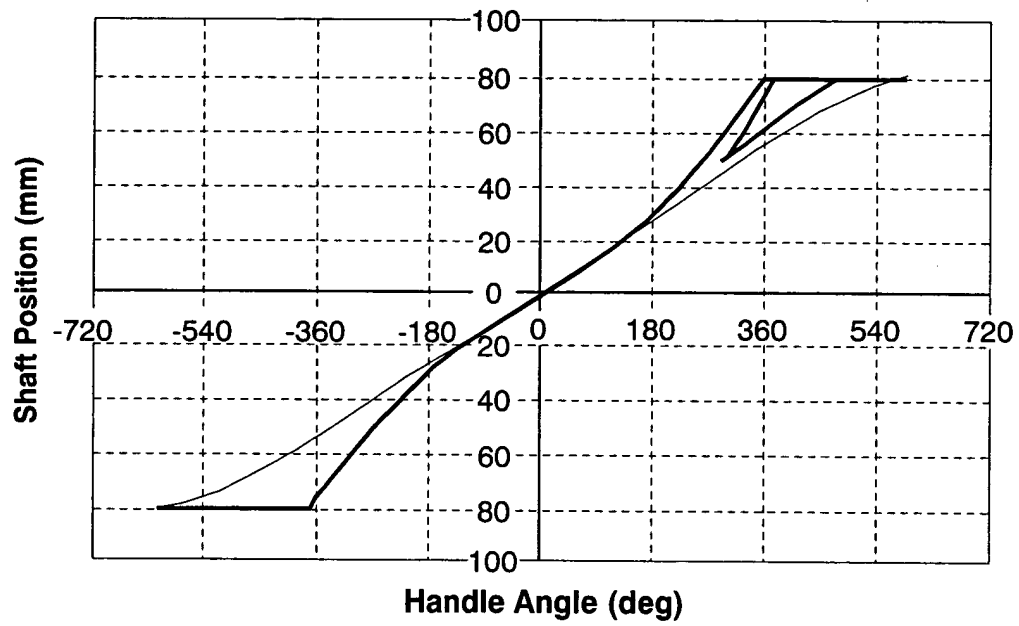
**Fig. 9(b)**



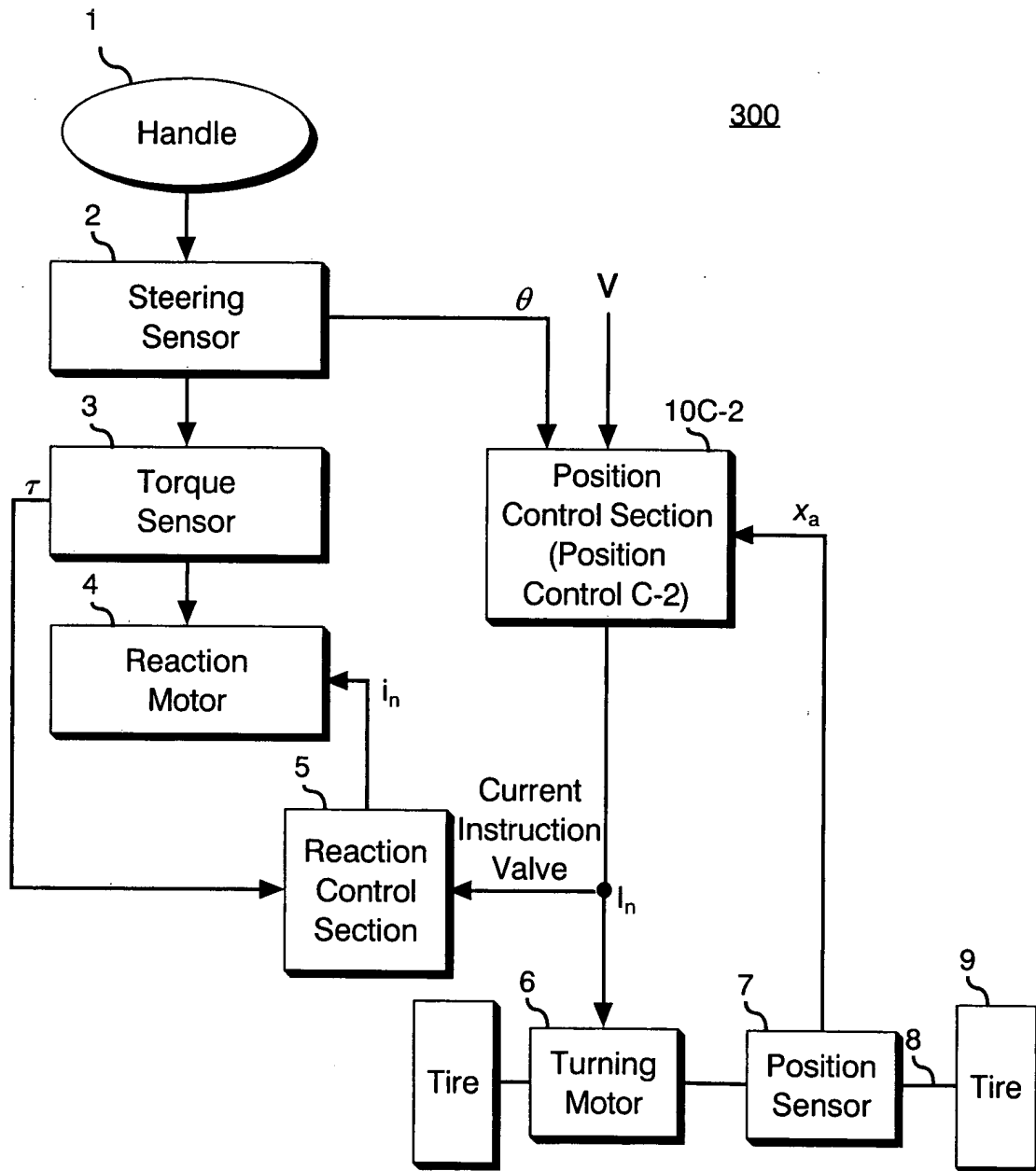
**Fig. 10**



**Fig. 11**



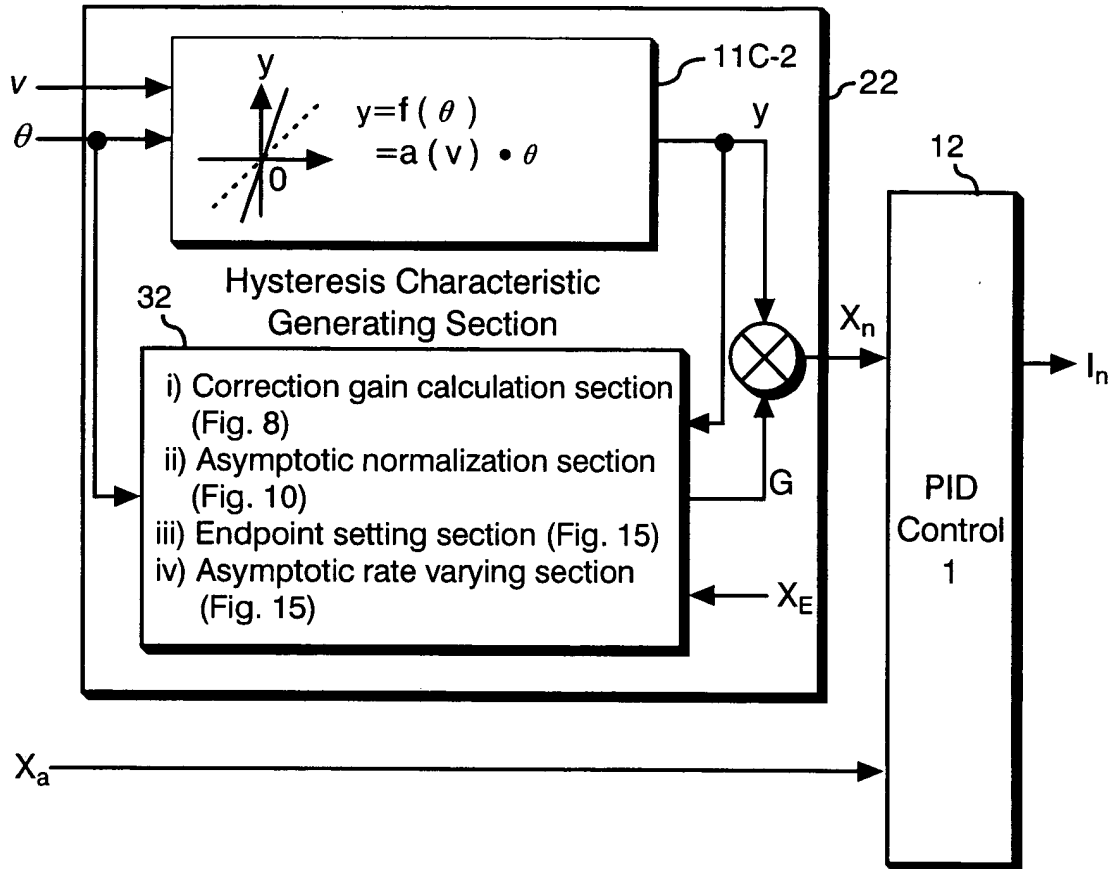
**Fig. 12**



**Fig. 13**

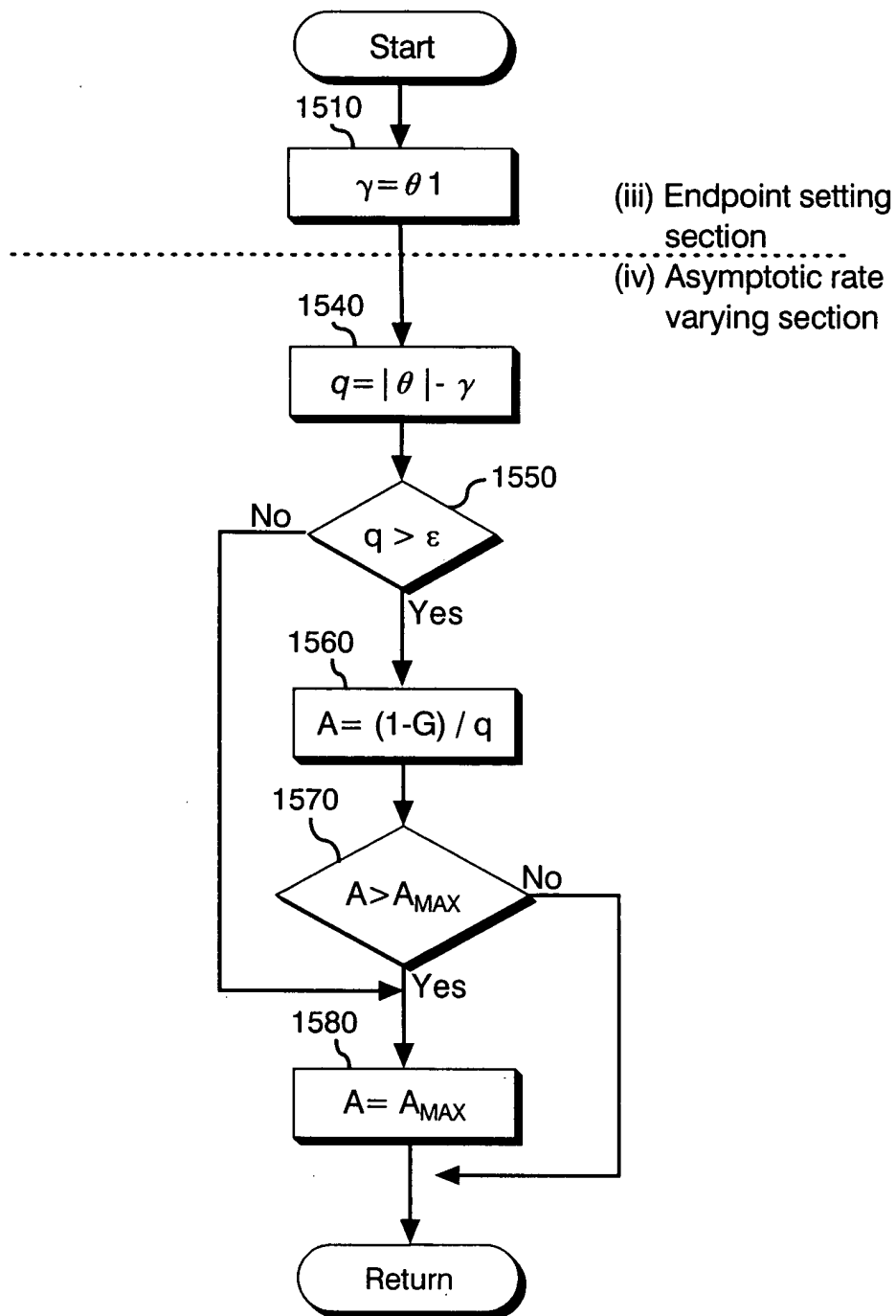
10C-2

**Turning Instruction Calculation Section (Fig. 8)**

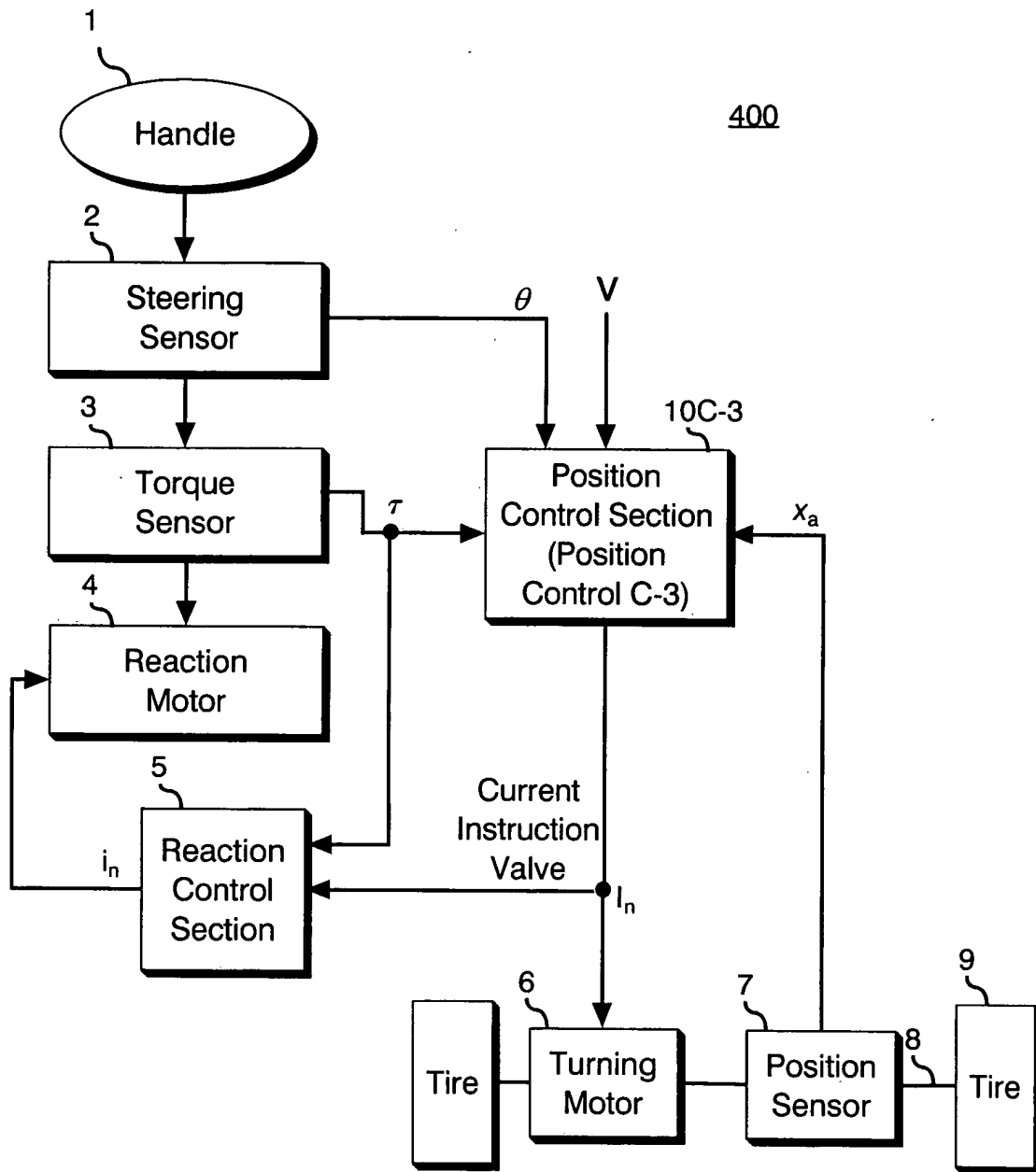


**Fig. 14**

Dynamic Updating of A  
( $\varepsilon > 0$ )



**Fig. 15**



**Fig. 16**



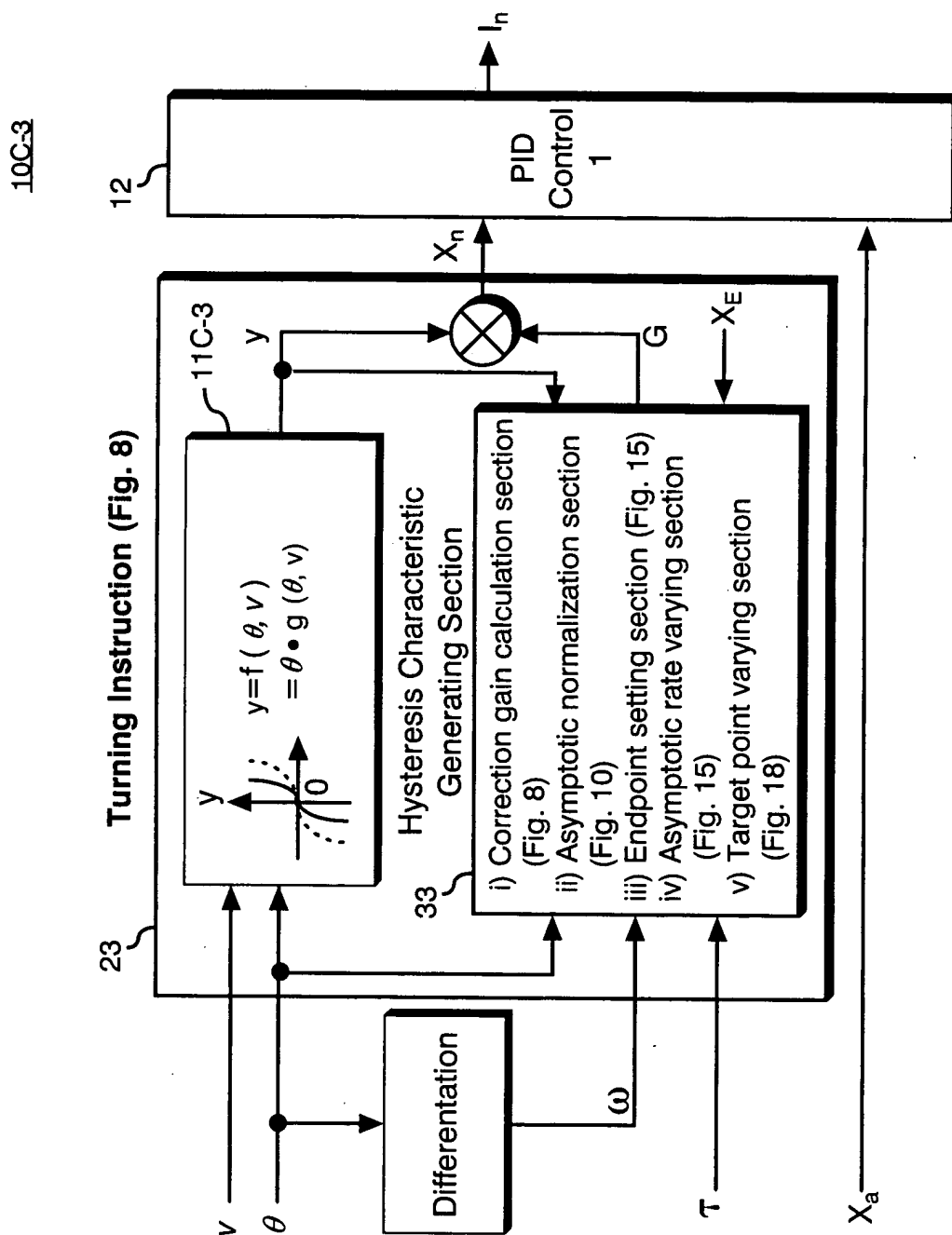
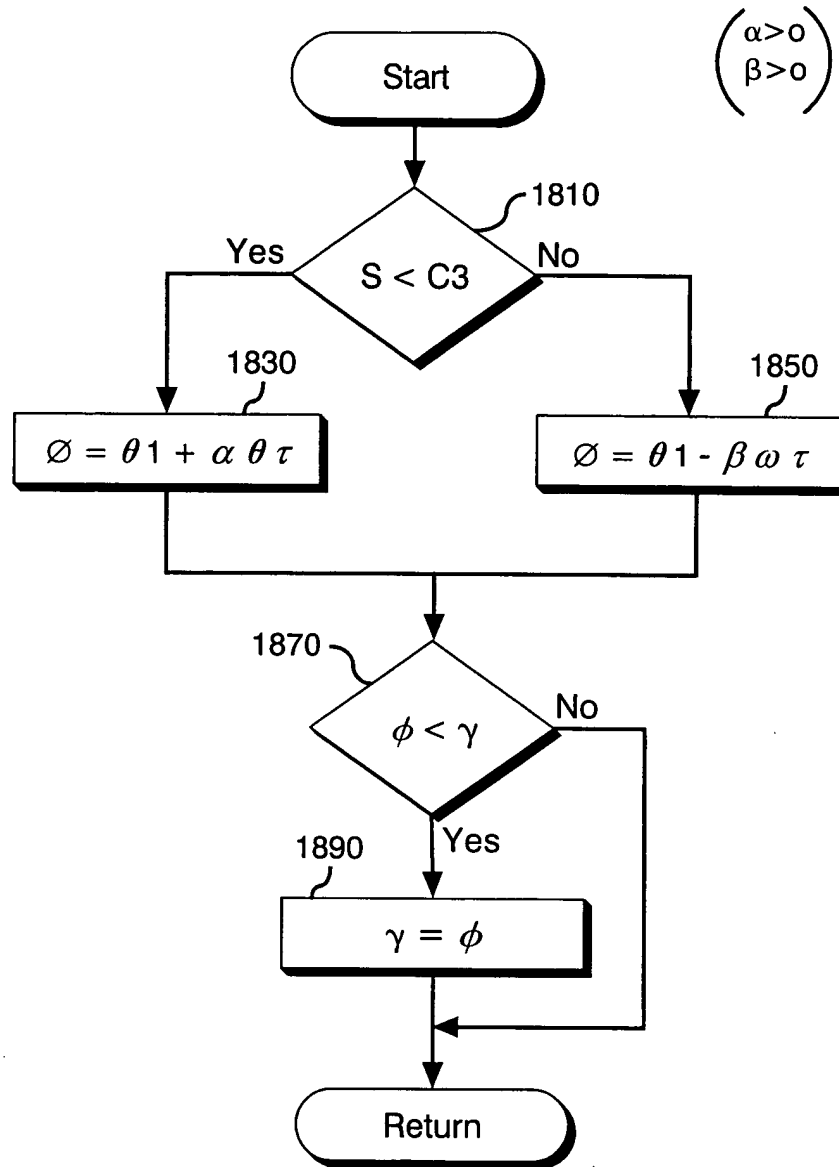
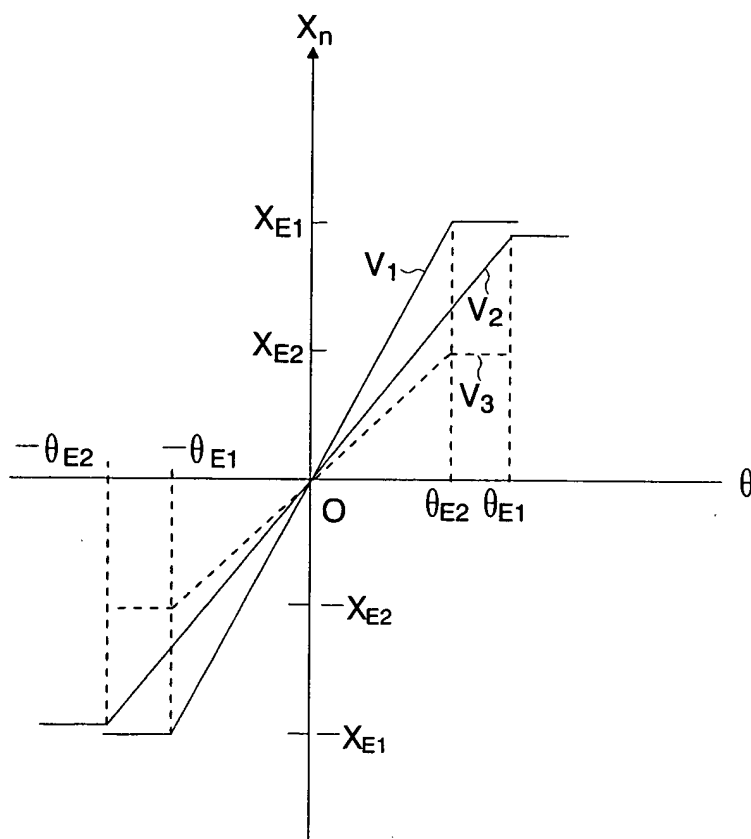


Fig. 17

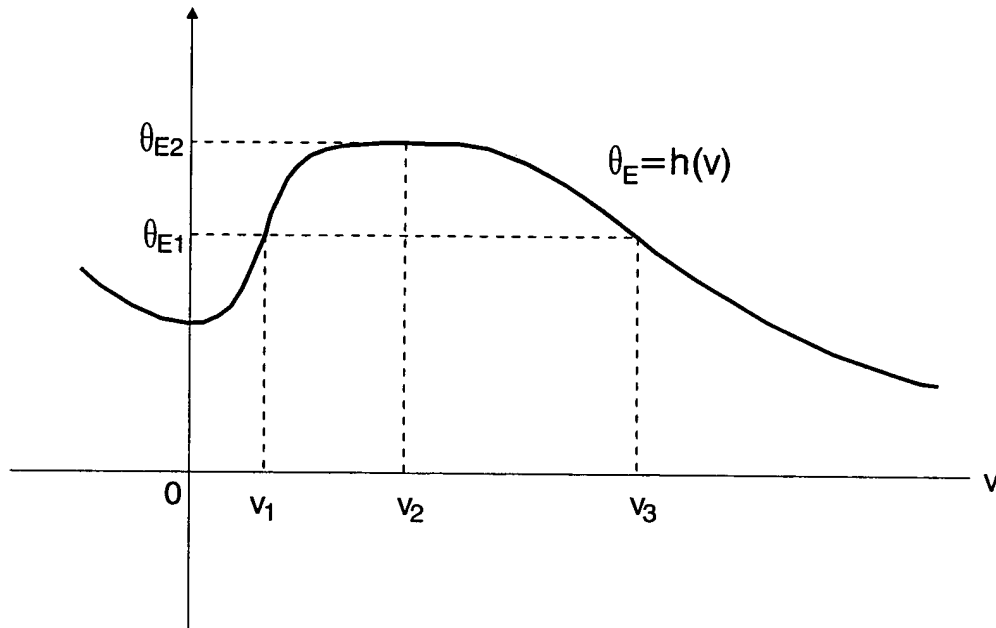


Optimization of Target Coordinates

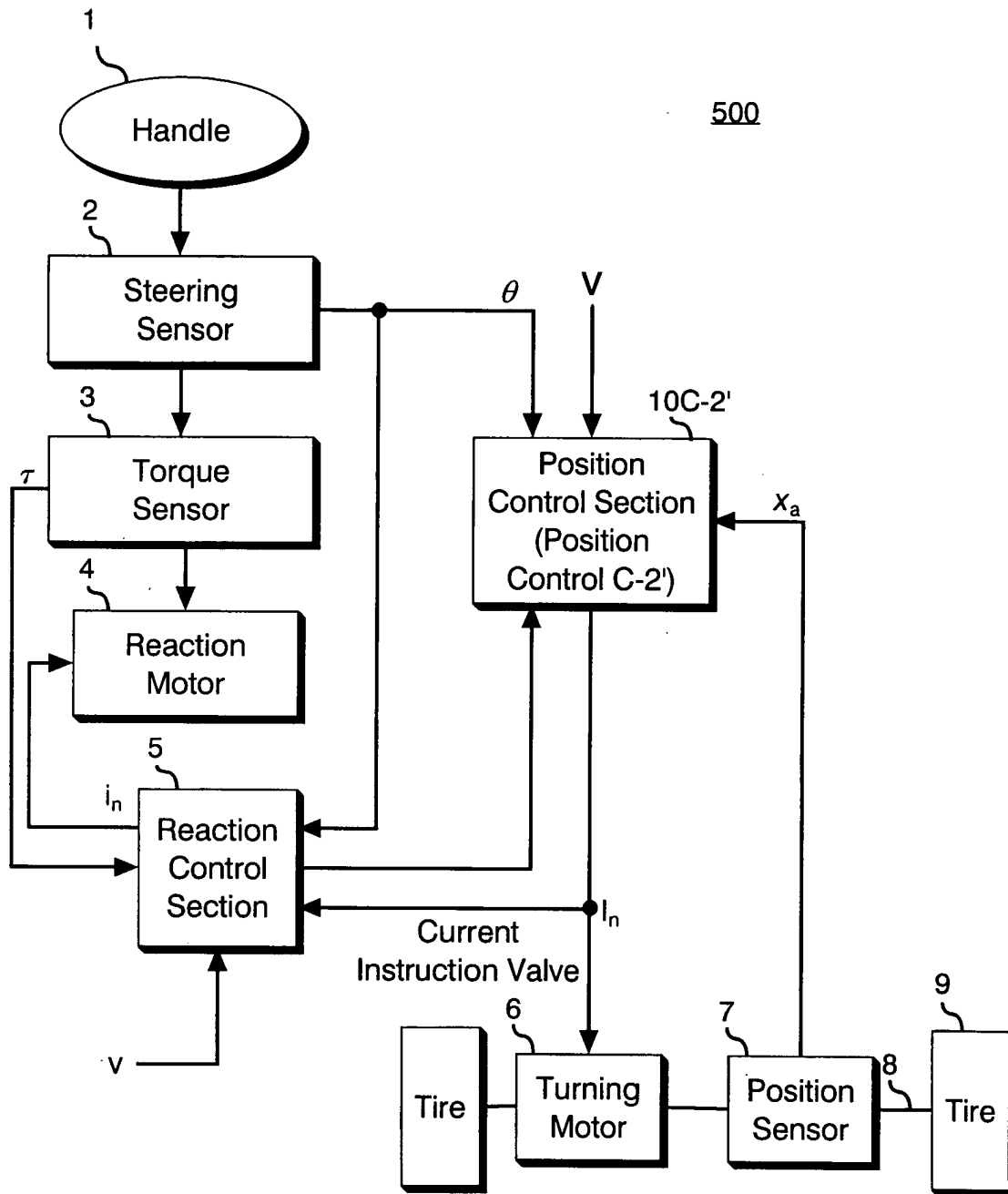
**Fig. 18**



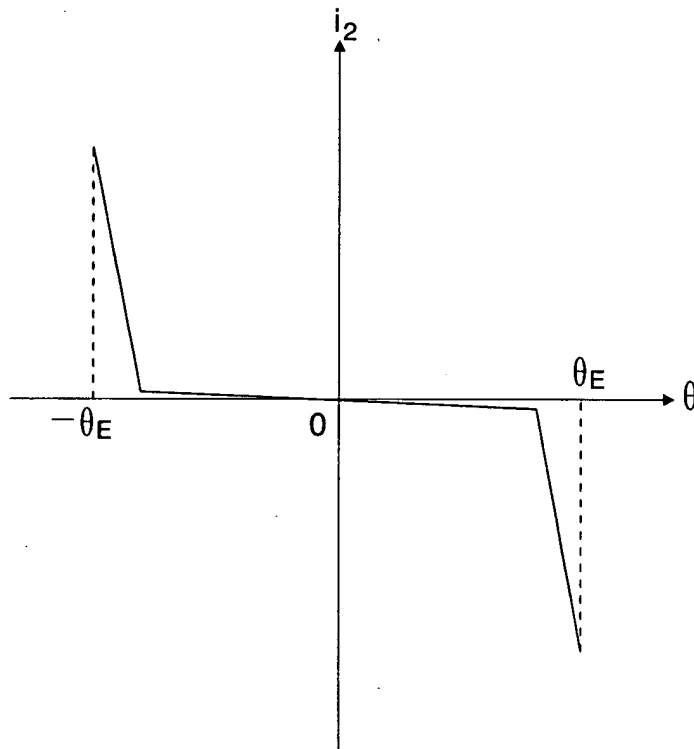
**Fig. 19**



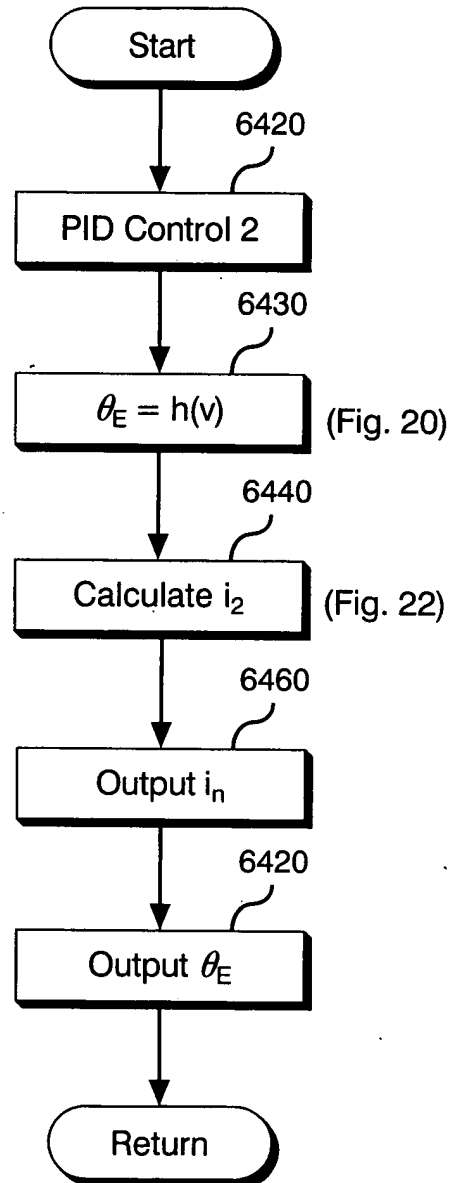
**Fig. 20**



**Fig. 21**



**Fig. 22**



Reaction Motor Control

**Fig. 23**

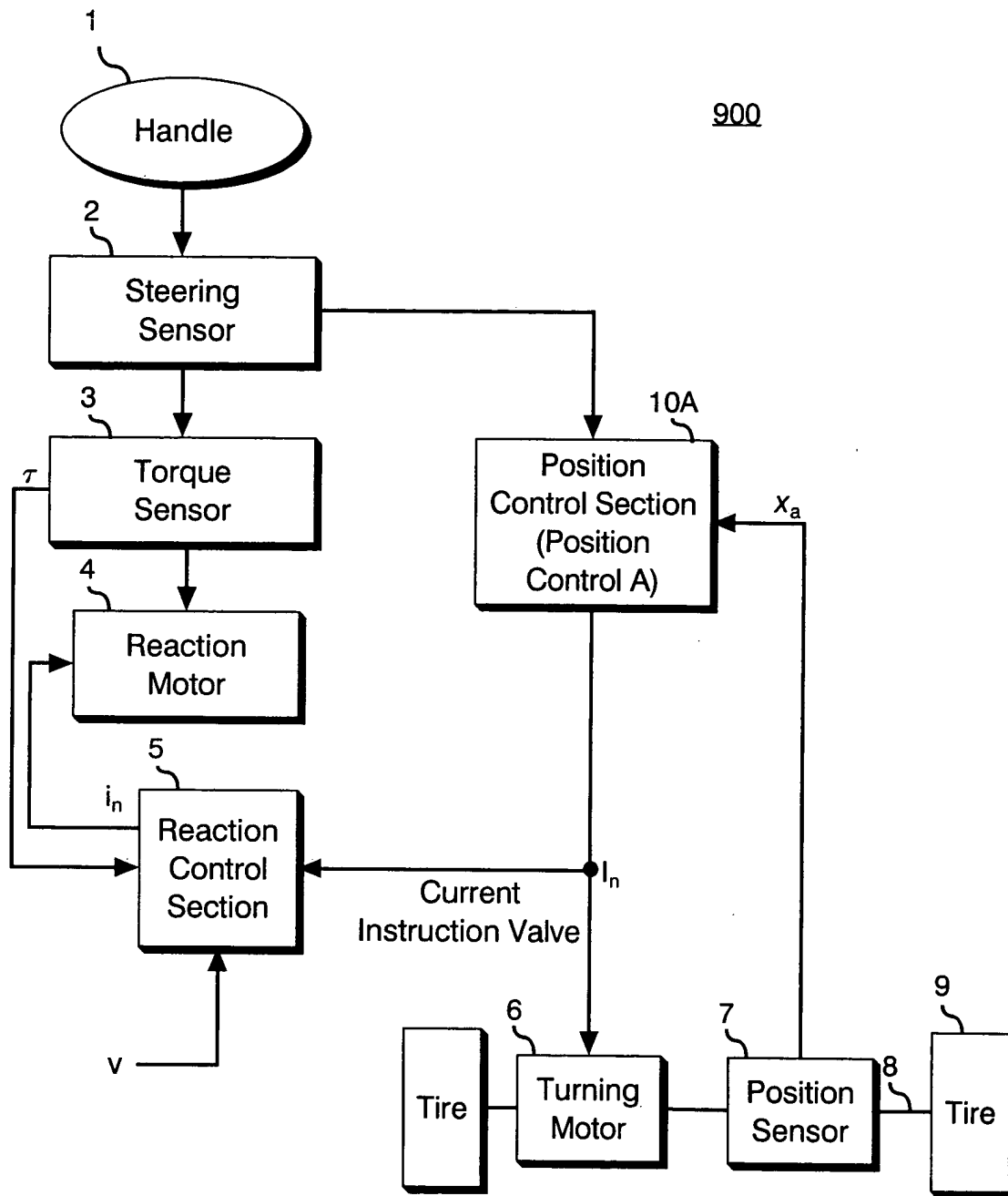
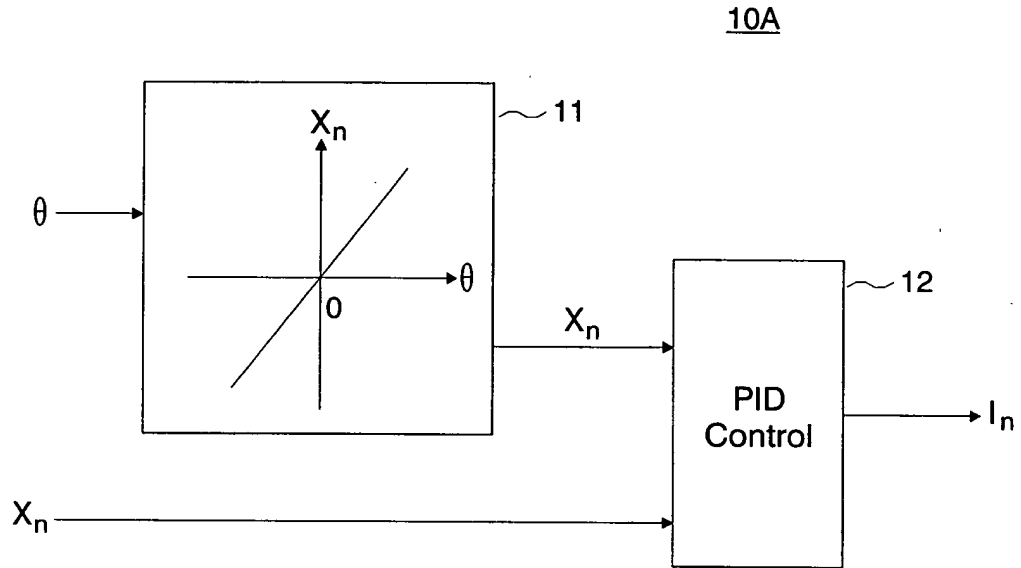


Fig. 24





**Fig. 25**